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For the week ended January 7, 1905, the following vessels have cleared for ports in the United States and have been granted bills of health:

British steamship *Beverly*, for New Orleans, via Bocas del Toro, January 2, with 43 crew and 2 passengers; Norwegian steamship *Ellis*, for New Orleans, via Bocas del Toro, January 3, with 32 crew and 12 passengers; American steamship *City of Washington*, for New York, January 4, with 69 crew and 27 passengers; British steamship *Mata-dor*, for New Orleans, via Mexican ports, January 5, with 34 crew, no passengers; British bark *Galloridian*, for Pascagoula, January 6, with 7 crew and no passengers; Italian steamship *Athos*, for Baltimore, via Cuba and Jamaica, January 7, with 39 crew and 44 passengers.

#### PERU.

*Reports from Callao—A case of smallpox on the steamship Loa from Valparaiso, via intermediate ports.*

Assistant Surgeon Lloyd reports December 17 and 31 as follows:

The steamship *Loa* arrived December 12 from Valparaiso, via intermediate ports, with 131 cabin and 84 steerage passengers, 84 of whom (cabin) were en route to Panama.

After casually inspecting the passengers landing I returned on shore, visiting the vessel again at 5 o'clock in the afternoon to inspect the personnel just before sailing. In looking over the cabin passengers in the saloon I discovered among them a member of the Scognamiglio Opera Company who was suffering from a well-marked attack of smallpox, the eruption being in the stage of beginning umbilication, the patient, a lady, having come on board with the rest of the company at Mollendo.

About this time there arrived alongside a launch containing about 300 trunks, etc., belonging to this same company, none of which had been inspected or disinfected. After examining the contents of some of these trunks and learning that they had been closed and stored in Lima and Callao for some weeks, with no chance of the contents being exposed to sun or air, I was not willing to pass this baggage, and accordingly sent it on shore to be disinfected.

At my request Dr. Castro Gutierrez removed the smallpox patient from the vessel, together with her husband, who chose to remain, and as soon as possible I began vaccinating the members of the company, telling them that while vaccination was not compulsory, they would find it very advantageous. The entire company readily consented, 71 members being vaccinated here, 7 being left for Doctor Pierola (sanitary inspector) to vaccinate en route. All the other passengers, with one exception, asked to be vaccinated. Passengers destined for Peruvian ports were vaccinated by Dr. Castro Gutierrez. The contents of the infected stateroom were removed and the room disinfected.

Altogether the vessel lost twenty-four hours, but this could have been avoided if my attention had been called to the sick case on boarding the vessel and the company had arranged for the inspection and disinfection of the baggage at the proper time.